

itoba Southwestern Colonization Railway, serving Manitou, Deloraine, Carman, Glenboro; the Manitoba and Northwestern Railway and its extensions, which provide a line from Portage-la-Prairie to Wetaskiwin on the Calgary and Edmonton Railway; the Crow's Nest Pass Line, which crosses the Rockies and serves the mines in Southern Alberta and British Columbia; the Calgary and Edmonton Railway, running from Macleod to Edmonton and crossing the main line at Calgary, Columbia and Kootenay and the Columbia and Western serving the Rossland, Trail, Nelson and Kootenay district.

The important branches are connected by various links, and there are numerous branches of lesser consequence in the four western provinces. One which has developed rapidly in importance since the beginning of the heavy movement of American farmers into Saskatchewan, is the Portal Branch, running from Portal on the United States boundary to Pasqua, a junction on the main line near Moose Jaw.

The United States Lines and the Steamships

The connection at Portal is with the Minneapolis, St. Paul and Sault Ste Marie Railway, a system in the United States embracing 3,769 miles of track which is controlled by the Canadian Pacific by means of stock ownership. This American system was utilized by the Canadian Pacific when it recently secured control of the Wisconsin Central Railway. Acting through the Minneapolis, St. Paul and Sault Ste. Marie, the Canadian Pacific acquired a majority of Wisconsin Central stock. The Minneapolis, St. Paul and Sault Ste. Marie, commonly called the Soo Line, has an extensive system of lines in North Dakota, Minnesota and Wisconsin. The network of main line and branches connects with the